

IN THE CLAIMS

Please amend claim 3 as follows:

3. (amended) A ~~traffic law enforcement~~ system having at least two enforcement units at at least two locations and a central computer, wherein
- the at least two enforcement units read identifying indicia from passing vehicles at the at least two locations and transmit at least the identifying indicia to the central computer; and
 - wherein
 - the central computer:
 - a) associates a time of the transmission and a location of the source of the identifying indicia such that when the central computer recognizes that an identifying indicia was received which matches another identifying indicia received earlier in time [and within a predetermined maximum time period], the central computer accesses a table, the table including
 - i) an estimation of a [minimum] shortest-travel-time-drivable distance between the at least two enforcement units which sent the matching identifying indicia and,
 - ii) an estimation of the maximum average permissible velocity between the two locations, the estimation generated, at least indirectly, from speed limit data corresponding to road segments which defined the [minimum] shortest-travel-time-drivable distance between the at least two locations;
 - b) calculates the average speed of an alleged vehicle which passed between the at least two locations; and
 - c) compares the maximum average permissible velocity with the average velocity of the vehicle for the purpose of determining whether the vehicle exceeded the maximum average permissible velocity between the at least two locations.

INFORMATION DISCLOSURE STATEMENT

Attached hereto is Form PTO/SB/08A listing documents believed relevant to the subject application, although not necessarily analogous art. It is respectfully requested that these documents be considered by the Examiner and an initialed copy of each form be returned to the undersigned.

This disclosure statement should not be construed as a representation that a search has been made or that no other material information as defined in 37 C.F.R. 1.56(a) exists.

It is believed that this disclosure complies with the requirements of 37 C.F.R. 1.56, 1.97, and 1.98, and the Manual of Patent Examining Procedure Section 609. If for some reason the Examiner considers otherwise, it is respectfully requested that the undersigned be called so that any deficiencies can be remedied.

Applicant wishes to further inform the Examiner that according to a teleconference which Applicant had in May, 1998 with a Mr. Chris Poh (phone: 409-862-3558) of the Texas Transportation Institute ("TTI") at College Station, Texas, TTI initiated a project in September of 1997 in which information gathered from electronically read toll tags was to be used for traffic management purposes, possibly to include a calculation of the average rate of traffic flow through the toll way. Mr. Poh indicated that this could provide an indication of the existence of traffic congestion and accidents which could later be managed by traffic control personnel. Mr. Poh did not know of any specific publications regarding the project but directed applicant to the TTI web site at <http://traffic.tamu.edu>. Applicant could find no further information on this specific project. However, applicant provides a copy of an article on the TranStar project of Houston, Texas which applicant found on the referenced website.

Applicant requests consideration of the attached information and, ultimately, citation of such information in any subsequently published and issued patent.

PETITION TO MAKE SPECIAL

Applicant hereby petitions the Commissioner requesting that the above-identified application be examined out of turn and without a fee under 37 C.F.R. 1.102 on the grounds that the invention will materially contribute to the conservation of energy resources. The invention materially reduces the average speed which vehicles having "combustion systems" travel on roadways on which the invention is deployed, thus, reducing energy consumption of such vehicles. See MPEP 708.01 and 708.02. Such is a direct result of the invention as reduction in speed has been documented as materially reducing energy consumption by such governmental agencies as the Bureau of Transportation Statistics.